

To-day's
Advertisements.ROYAL ANTIDELUVIAN ORDER
OF BUFFALOES.

GRAND LODGE OF ENGLAND, LTD.

"LION AND ROSE" LODGE,
No. 1,360.

A REGULAR MEETING of the above Lodge will be held in the LODGE ROOMS, 10, QUEEN'S ROAD CENTRAL, on TUESDAY, the 31st instant, at 7.30 for 8 P.M. sharp.

BUSINESS:—Election, &c.

Visiting Brothers are cordially invited to attend.

Hongkong, 27th October, 1899. [1356a]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

M^r. GEO. P. LAMBERT has been instructed to sell by

PUBLIC AUCTION,

ON

THURSDAY, the 2nd day of November, 1899, at 3 o'clock P.M.,

At his Offices, Duddell Street,

THE FOLLOWING VERY VALUABLE

PROPERTY,

IN TWO LOTS.

LOT 1.—INLAND LOT No. 297. Area 3,192 square feet. Term 999 years from the 25th of June, 1850. Crown Rent \$35.16. Net Rental per Annum \$455.68. Assessed Rental \$455.

LOT 2.—INLAND LOT No. 511. Area 2,795 square feet. Term 999 years from the 25th of July, 1850. Crown Rent \$42. Net Rental per Annum \$1,010.28. Assessed Rental \$790.

The Lots will be sold under the same Particulars and Conditions of sale (in so far as they are applicable to this property) as they were put up for sale under on the 10th October last, which can be obtained from

THE AUCTIONEER,

Messrs. DEACON & HASTINGS,

Vendor's Solicitors,

35, Queen's Road,

Hongkong, 27th October 1899. [1354a]

NAVIGAZIONE GENERALE ITALIANA,
(Florida and Kubatino United Companies).

STEAM FOR

SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALAIO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA,"

Captain G. Delava, will be despatched as above on TUESDAY, the 31st instant, at Noon.

At BOMBAY, the Steamers are discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 27th October, 1899. [1357a]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENSHIEL,"

Captain will be despatched as above on MONDAY, the 20th November.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW.

Hongkong, 27th October, 1899. [1355a]

Intimation.

A. S. WATSON & Co.,
LIMITED.IMPORTERS OF HIGH-CLASS
SHERRIES.Per Doz.
Case.

B.—SUPERIOR PALE DRY,

dinner wine, Green Seal

Capsule - - - - - \$10.80

C.—MANZANILLA, PALE

NATURAL SHERRY, White

Capsule - - - - - 12.00

D.—SUPERIOR OLD DRY,

PALE NATURAL SHERRY, Red

Seal Capsule - - - - - 12.00

E.—VERY SUPERIOR OLD

PALE DRY, choice old wine,

White Seal Capsule - - - - - 14.40

F.—EXTRA SUPERIOR OLD

PALE DRY, very finest quality,

Black Seal Capsule (Old

Bottled) - - - - - 20.40

B, C, and D are excellent dinner

Wines and suitable for invalids and

delicate stomachs. D and E are

after-dinner Wines of a very superior

vintage. All are true Xeres Wines.

Sample bottles and smaller quantities

will be supplied at proportionate

wholesale rates.

We only guarantee our Wines and

Spirits to be genuine when bought

direct from us in the Colony or from

our authorised Agents at the Coast

Ports

A. S. WATSON & Co., Limited.

QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 27, 1899.

NOTES AND COMMENTS.

THE BOERS' ASSURANCE.

The proclamations issued by the Boers announcing the annexation of Bechuanaland and Griqualand West cannot but be looked upon by all British subjects as a piece of arrogant impudence. Still there is a grim humour in the situation, for it cannot be denied that our position in Natal, and in South Africa generally, must appear to the Boers to be anything but secure. They have heard much of Britain's might but find that when war is declared she is totally unprepared for it, and although reinforcements arrive in the nick of time they only amount to a paltry ten thousand men. It may be that the Boers really believe that we are incapable of increasing our South African forces to fifty or sixty thousand men, and this may account for their premature proclamations announcing the annexation of British territory. It would have certainly been in better taste to have waited until the British had been finally crushed before making such proclamations, but when one takes into consideration the criminal delay which has taken place in the despatch of troops from England, it is not to be wondered at that the Boers look upon us as already conquered, or at least as so powerless as to render our final subjugation a mere matter of weeks.

A PROBABLE ERROR.

We fancy, however, that there is an error in the telegram. It will be noticed that the wire runs, "Bechuanaland and Griqualand West to the Transvaal and all North of the Orange River to the Free State." A glance at the map of South Africa will show that Bechuanaland and Griqualand West are both North of the Orange River and so the two Republics have practically annexed the same districts. It is the Orange River that forms the boundary between Cape Colony, Griqualand West and Bechuanaland, and so we think that the word "North" in the telegram should be read South, as this would give Cape Colony to the Orange Free State and so make a fair division of the Spoil. If the two Republics are already so sanguine of success as to begin to count their gains we do not fancy that they would be contented with only a slice of our territory; the expansion craze having taken possession of them they would surely never be so modest as to pass over Cape Colony!

CRIMINAL DELAY.

So far we have nothing to be particularly proud of in the opening of the campaign. Our troops have behaved as British troops invariably do and there can be no fault to find with them, but even British soldiers cannot accomplish the impossible, and it is a disgrace that they should have ever been asked or expected to do so. It is not they who have blundered, but the Home Authorities who were responsible for seeing that our South African possessions were not left undefended. They must have been perfectly well aware of the trend of events; they must have known that war was not only probable but well nigh certain. Yet they have dawdled along to such an extent as to fail to have a quarter of the men needed even ready to embark when required to do so, with the result that our troops in South Africa have been left in a position of the utmost gravity. It is no use giving an order unless one is strong enough to enforce it and this should have been recognised and troops poured into Cape Colony and Natal long ago. Then the Boers would have seen with what forces they had to contend, and it may be that they would have declined to run their heads against a brick wall. If they had still proved obstinate then our men would have been on the spot and we should not have had British territory invaded and a British force humiliated by overwhelming odds, as is stated to be the case by Reuters. As matters now stand we have a double piece of work on hand, for we have to drive the Boers back from our own territory before we can strike an effective blow at them within their own borders. For this state of affairs some one or other is to blame, and to his account must be placed the lives which have so far been uselessly lost owing to official dilatoriness.

OTHER WAR CLOUDS.

It appears that the Home papers are of our opinion with regard to the despatch of convoys of cruisers with the transports bound for South Africa, and the busy state of Portsmouth Dockyard fully bears out our supposition. The places of the cruisers sent with the transports will have to be filled and so will those of the Channel fleet when it proceeds to Delagoa Bay. If there is indeed fear of foreign intervention then we must be prepared to act at home as well as abroad and we cannot afford to be caught for a moment unprepared. Only a Naval Power can interfere on behalf of the Boers and so our fleet must be ready to act quickly against any hostile squadron that may appear, no matter in what direction its appearance takes place. It must not be forgotten that we have more to lose than any other Power in the world, and no precautionary steps can be looked upon as too costly to protect our immense interests. The magnitude and wide extent of our trade renders us particularly vulnerable, and of this fact other Powers are well aware and, in the event of hostilities, would be certain to avail themselves. It may be that the Transvaal campaign will prove to be the opening chapter of the great war of the end of the present century, which writers have of late assured us is bound to come. If this be the case, then it will be a war which will settle the destiny of the British race. It will be a fight for the supremacy of the world by which, if we conquer, our position will be secured to us for generations, while, on the other hand, should we be worsted, the decline of the British Empire will have commenced. We are indeed upon the brink of a slumbering volcano.

REUTERS' TELEGRAMS.

THE SOUDAN.

LONDON, October 25th.

The Khalifa has left Gebel Kebir and it has been decided not to pursue him.

THE WAR.

The Portsmouth Dockyard is working overtime preparing cruisers for sea. The reasons for this are not explained, but it is inferred that it is to counteract a possible foreign move.

Large Commandos are advancing on Kimberley. Proclamations have been issued annexing Bechuanaland and Griqualand West to the Transvaal and all North of the Orange River to the Free State. A British counter proclamation warns British subjects that their status will not be changed thereby.

WEATHER REPORT.

The Observatory report says:—

On the 27th, at 11.55 a.m. the barometer has fallen generally. The high pressure area is central over N. China, and pressure seems to be relatively low in the Pacific to the E. of Luzon. Gradients moderate to rather steep. Strong monsoon on the coast and in the N. part of the China Sea. FORECAST:—Fresh N.E. to N. winds; fine.

LOCAL AND GENERAL.

A MEETING of the Lion and Rose Lodge, R. A. O. B., will be held at 8 p.m. on Tuesday, the 31st inst.

THE U. S. *Monocacy* left her moorings after a remarkably long spell at Shanghai for Hankow on the 21st, having on board Hon. E. Conger, U. S. Minister.

A SPECIAL meeting of the Sanitary Board is summoned for 12 noon on Monday, the 30th inst., for the purpose of discussing certain matters in connection with the Insanitary Properties Bill.

At a Regular Meeting of the Victoria Preceptory, held on the 26th instant, E. P. Sir Kt. F. D. Goddard, was selected to the office of E. P. for the ensuing year, Sir Kt. J. J. Bryan, Treasurer, and Sir Kt. J. Maxwell, Tyler.

We mentioned before that the colour of the China Squadron was to be changed from white to black and we now learn that the *Bonaventure* and *Endymion* will don their black coats, so soon as their scrapping has been completed.

H.M.S. *Saife*, recently launched from Tung-kadoo, where she was erected in the same way as the *Woodcock* and the *Woodlark*, is now ready for service and was expected to leave Shanghai for up the river on Tuesday, the 24th.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m.:

March: "Annie" (Hocwatory), "Overture" (Hocwatory), "Annie" (Hocwatory), "Annie" (Hocwatory), "Annie" (Hocwatory), "Annie" (Hocwatory), "Annie" (Hocwatory), "Annie" (Hocwatory), "Annie" (Hocwatory), "Annie" (Hocwatory).

WE have the pleasure of recording a very graceful act that has been done by H. M. the German Emperor, who has conferred on Mr. Joseph Welch, who, as Acting Chairman of the Municipal Council, received the *Illis* memorial on the 21st of November last from the hands of Dr. Stuebel, the order of the Red Eagle. The order was presented to Mr. Welch last evening (26th inst.) at the German Consulate-General by H.R.H. Prince Henry of Prussia, and Mr. Welch had the honour subsequently of dining with his Royal Highness.—*M. C. Daily News*.

BRIGADIER-GENERAL Sir William Penn Symonds, K.C.B., who was born: mortally wounded at Glencoe, is fifty-six years of age, and first saw active service in South Africa from 1877 to 1879. He afterwards fought in Burma, and also took part in the Chin-Lushai Expedition, 1889-90, and the Waziristan Expedition, 1894-5. More recently still he commanded the 1st Division of the Tirah Field Force in the fighting on the North-West Frontier of India in 1897. He has been twice mentioned in despatches.

THE announcement of the death of Mr. P. A. W. Ottomeier at the age of 51, will be read with very general regret reports the *M. C. Daily News*. Mr. Ottomeier was a general favourite and deservedly so in the English and German communities here, and what makes his premature loss more sad is that his death was largely due to business troubles for which he was not himself responsible. He came to Canton originally in 1870/71 to the firm of Siemens & Co. and was transferred to Shanghai some seven years afterwards. Subsequently he joined the late Mr. C. A. L. Dunn in business, and afterwards the late Mr. H. Sylva. He leaves one son about 15 years old, who is now in Berlin. He was district engineer for the English Settlement, and is to be given accordingly a fireman's funeral.

WE have received the *Peking and Tientsin Times* of the 14th instant.—There has been occasionally only 5 feet of water at Taku at high tides.—The entries for the Autumn Race Meeting had closed with 31 stables against 28 last year; entrance fees Tls. 2,255 against Tls. 2,325; 43 griffins and 27 old ponies against 26 and 29 respectively, last year.—*P. & T. Times* says:—

A few days ago the *Knorrenpao* had a scathing article on official ignorance, and cited various illustrations. When Portugal notified her desire to have a representative at Peking for instance, the officials were taken aback, not knowing of any such country. Many of them, our contemporary avers, hold the belief that the reason Western Powers are so desirous of obtaining land in China is due to their being tired of living in ships, and wanting some *terra firma* to locate on. In the same way they share with the masses the belief that the real object of the Missionaries is to obtain black eyes for their nationalities at home, who are condemned to the disfigurement of yellow and green eyes, and covet the inky darkness of Chinese optics. It seems hardly credible that such childish ignorance can exist in China's official classes, but it is a fact that it does so in a great many instances, and we cannot marvel if difficulties and dangers beset the path of foreign enterprise under the circumstances.

THE *Echo de Chine* of the 21st mentions that the order of the Red Eagle has been also conferred by the German Emperor on Messrs. Arnold, Korff, and Galles, while Mr. Seitz has been decorated with the order of the Crown. The *Echo* learns that the Americans have suffered a serious defeat in the Philippines, but the news was prevented reaching Hongkong. Some hundred of U. S. soldiers were made prisoners and the Filipinos had captured an American gun-boat. The *Echo* adds: "We give this news with all reserve, but we have serious reasons to believe that we shall have to confirm it shortly."

THE October number of the *Western China Missionary News* issued from Chungking is the ninth of that interesting budget from the far West. It has not yet attained to the dignity of print, but is produced by means of a "graph." The person responsible for the caligraphy has a very clear style, says the *M. C. Daily News*, and in every way it is a creditable production. The circulation is now 150 copies monthly, but we are not surprised to learn that at present it does not pay its way. Two serious outrages reported in its pages illustrate the dangers which the up-country missionaries are constantly facing. In Chungking a revival of "child-stealing" rumours caused the mission premises to be attacked and seriously damaged, whilst the missionary had to take flight. The officials seem to have acted better than they sometimes do, and the consequence was that some 21 prisoners were taken, joined were sent to repair the damage. Tls. 100 were paid for personal and native losses, and a little later there was a "least" provided by the *Asian*. The Chungking notes relate the circumstances of the attack upon Mr. A. Warburton, of the Friends' Mission, in the Tungchuan prefecture. Whilst itinerating he was attacked by an angry crowd, first of all driven from a temple, then from an inn, and finally compelled to run for his life. He was stoned and beaten, besides receiving a serious sword-cut on the back of the head. He at last escaped in a boat. The Consul has taken the matter up, and the punishment of the offenders has been demanded.

WRITING on the recent disturbances at Tai-chow and with reference to the summary executions of Ying Wan-té and his brother, Ying Wan-lin, a localite who had all along been employed in Hangchow and had nothing whatever to do with the riots and who had but just returned home only two days when seized and led out to execution, the *Universal Gazette* states that it would now appear that the R. C. mission and converts now deny all responsibility for the deaths of the two men. The R. C. declare that the Ying brothers were executed for rebellion by the Governor himself and not for burning down the R. C. mission chapel and destroying converts' property, and on these grounds have demanded from the Chekiang Government the sum of Tls. 20,000 as compensation for their losses. On the other hand, continues the *Universal Gazette*, the Protestants claim the Ying brothers as their converts who being innocent had been done to death, and through the British Consul at Ningpo have also demanded and indemnity of Tls. 100,000 from the Government. In consequence of this state of affairs the mandarin of Tai-chow prefecture are in a quandary. The Ningpo Taotai Li has already been superseded in his capacity of Taotai of the Ningpo, Shaoching, and Tai-chow Intendancy, the Tai-chow prefect has also received notice to quit, as also the Brigadier General who had the Ying brothers executed, and other officials who will also have to bear responsibility are expecting to receive despatches from Hangchow at any moment. The officials at Tai-chow appear to have got themselves into a difficult fix.—*M. C. Daily News*.

FOOTBALL.

Owing to the 38th Company of the Royal Artillery being called out to participate in the attack on Stonecutter's Island last night, the game, advertised to take place yesterday afternoon, was postponed. Much interest was taken in the coming off of this match, as the 38th were the runners up for the Shield last season, and several spectators wended their way to the Happy Valley. So that there should not be an actual disappointment, Mr. Brown, the secretary of the H. F. C., arranged for a Rugby game between the Royal Welch Fusiliers and a team from H.M.S. *Bonaventure*. The game, though vigorously played, was not particularly interesting. There was a lot of loose play, but opportunities were not accepted by either side. The passing was wild, and when at times there was a good pass given, it was as often badly taken as it was accepted. No two teams could have been more eager to score, but their eagerness did more to degenerate the play than it did to make it effective. The sailors, taking the whole game through, had most of the play, and ultimately won by one goal, from a try by Gibbs, which was converted into the major point by Benn. The tackling on both sides was strong and smart, especially by the halves; but the quarters did not do so well when the ball was given them. Perhaps the best man in the quarter division, who made the most of his chances, was Gibbs, and the way in which he got through his opponents when he scored the try, marked him as a player who is to be feared whenever the least of openings is offered him. Unfortunately, for the Fusiliers, one of their men met with an accident, the man, we believe, having his collar bone put out.

TUNG WA HOSPITAL.

The Directors of the Tung Wa Hospital beg to acknowledge with thanks the following donations to the Fund for the extension of the Hospital, &c.:

Already subscribed	\$48,985
Banque de l'Indo-Chine	500
Imperial Bank of China	500
Hongkong Fire Insurance Co. Ltd.	250
Canton Insurance Office, Ltd.	250
Mr. E. Pabany	200
East Asiatic Trading Co.	200
Messrs. Hughes & Hough	100
Linstead & Davis	100
Palmer & Turner	100
Likens Einmann & Co.	100
Abdoolady Elmhurst & Co.	100
Kruse & Co.	100
Mr. G. P. Lamert	100
Messrs. C. J. Gaupp & Co.	100
Mr. A. G. Stokes	50
Mr. J. R. Michael	50
Levy Hermanos	50
Messrs. Jordan & Joseph	50
R. S. Woon-alle & Co.	50
Mr. A. M. Esashoby	50
Messrs. More & Seimund	25
Mr. G. Girault	25
A friend	100
Mr. Shi Pien	100
Chau Hing-ki	100
Liu Tsz-shan	100
Choi Tsz-min	100
Total	\$52,440

CAPT. RAYMOND'S CASE.

At the Magistracy this afternoon, before Mr. Gompertz, Captain Raymond, of the late steamer *White Cloud*, was charged by the Harbour Master that he (Captain Raymond) did knowingly take the said steamship to sea on such unseaworthy state, that the lives of the officers and crew on board the said steamship were likely to be thereby endangered from the waters of the Colony contrary to ordinance 26 of 1891, section XI, subsection II.

Mr. Bowley appeared for the prosecution and Mr. Grist for the defence.

Captain Rumsey, Harbour Master and Registrar of Shipping was called. He said that the *White Cloud* was the property of the Hongkong, Canton and Macao Steamship Company, previous to 64 shares being taken over by Mr. J. H. Robinson.

Mr. Grist said he objected to the case being tried unless it was proved that the Government had given the sanction for trial.

Captain Rumsey said he had received sanction from His Excellency in the Governor's handwriting.

Mr. Grist said that unless the whole document was put in saying what constituted the full charge against Captain Raymond that he ought to be discharged.

Mr. Bowley said he could put in the document if certain parts were not read.

Mr. Gompertz said he could not go on with the case unless the document was put in and proved.

Mr. Bowley then entered the witness-box and swore to the document in which His Excellency had granted the trial of Captain Raymond.

Capt. Rumsey:—The certificate of registration has been sent to London. The *White Cloud* had a certificate to carry 12 passengers. She was surveyed under section 5, by Mr. Dixon, government surveyor, on September 18th, 1893, and was passed in September 1894. A clearance ticket was given on board the vessel on September 7th. I presided over the Marine Court of Inquiry. Defendant did not attend that Court of Inquiry. Notice was issued from the office to the Captain to attend.

Mr. Bowley put in the finding of the Marine Court of Inquiry.

By Mr. Grist:—I do not know why defendant did not appear at the Court of Inquiry. I don't remember who the original application came from for the inquiry; afterwards a request was sent me for no inquiry. Defendant came to me to offer an explanation why he did not attend the inquiry, but I would not hear him. It came out in the evidence that he was not in the Colony.

Antonio Guideris, deputy superintendent, gave evidence as to the ship's Articles.

William Ramsey, superintendent engineer, of the Hongkong, Canton and Macao Steamship Co., and the Scottish Oriental Steamship Co., said he was appointed to the first-named Company about 18 months ago. He had known the *White Cloud* for 24 or 25 years. She had lately been on the Hongkong-Canton route. She had not been docked during 18 months. He examined her engines and boilers on the Saturday previous to 24th July last at Macao. The engines were older than the ship. The boilers were only repaired once, over 12 months ago, during the past 18 months. The boilers were thin in several places, also the furnaces; they were not worth repairing; the engines were all right. The life of the *White Cloud* he gave from three to four years if used for river service. He considered her an old boat. She was a paddle-boat. A strain on the spinnings would be liable to open the seams. When he examined her on the 24th of July he considered her fit to go to sea, that is if it was not rough weather. She was fit to make a voyage from Hongkong to Manila if the sea was smooth. She was not in a fit condition to take to Manila in September. When he saw her in July she was not seaworthy enough to go to Swatow and Manila during September. In fine weather the *White Cloud* would consume about 65 tons of coal to go to Manila. If a hundred tons of coal was put in her, it would be likely to strain her amidships. The lighter her draught, the more safe she would be. She might have been made seaworthy to go to Manila at a big expense. It was in the typhoon season she went to sea. It would not be safe to let her go to sea between the middle of August and October 10th.

By Mr. Grist:—I would take a launch to Manila if she was well fitted up, and I was hard up for a job. I don't think the *White Cloud* was as safe as some of the launches.

By Mr. Gompertz:—The *White Cloud* was in condition good enough to run for three or four years between Hongkong and Canton.

David Adamson, sworn, said:—I was chief engineer on the *White Cloud* for two trips 18 years ago. I joined her as chief again on the evening of the 4th September. Captain Raymond was master of the ship. We left for Manila on the 8th. The sailors, the boilers and the seams were caulked on the outside. I was given to understand there were on board from 120 to 130 tons of coal. I did not go into the hold. There was a second engineer and 10 Chinese in my department. About 9 o'clock at night there was a bump on the bottom. She was put on the bilges. I came, presumably, through the seams under the covering board. I put the donkey-pump on about 9.30. I called the officer to put the boat's head to the wind to give me a chance to get the water under my feet. The pump was started. I was called up again at 1.15; there was then some water over the stokehole plates. We put a handpump on and by half past 3 we were able to get up a good bit of steam. At 6 in the morning a plank was stove in. And at this time there was so much water that we were down to 5 lbs. of steam, and we could not get at the plank. I left the ship at 7.30; we were picked up by a fishing junk. I should say that the boat was not in an unseaworthy condition.

By Mr. Grist:—I had no reason to think she was unseaworthy. If I thought she had not been I should not have gone. The second engineer had been on board several days before my arrival. Captain Raymond told me that he thought the ship was all right. My agreement to take the boat down was \$200; and a first-class passage back to Hongkong.

Mr. Bowley said he had other witnesses to call.

Mr. Grist asked for what reason, as nothing had come out in the previous evidence given, which in any way touched the charge against defendant, and nothing whatever had been said which proved that the ship was in an unseaworthy condition. Why the charge had been brought at all against the Captain the defence could not for a moment make out.

Adjourned until to-morrow morning at 12 o'clock.

THE VOLUNTEER CAMP.

Owing to our correspondent at the camp at Stonecutter's having to do sentry go, he has been unable to forward a report of the attack on the island last night, but we learn that the Royal Artillery and the Volunteers who defended the island, prevented the Royal Welch Fusiliers from effecting a landing.

HONGKONG LEGISLATIVE COUNCIL.

Yesterday we gave the titles of the papers laid on the table, and the questions put by the Hon. T. H. Whitehead, with their answers. Following are the particulars of other business transacted:—

THE LAW RELATING TO SOLICITORS.

The Acting Attorney-General, moved and the Colonial Secretary, seconded, the first reading of a Bill entitled "An Ordinance to amend the Law relating to Solicitors."

THE ESTIMATES.

The Colonial Secretary moved the second reading of the Bill entitled "An Ordinance to apply a sum not exceeding two million six hundred and eighty-one thousand six hundred and fifty-one dollars to the Public Service of the year 1900."

The motion was carried.

The Colonial Secretary then moved that the Bill be referred to the Finance Committee.

THE INSANITARY PROPERTIES BILL.

The Acting Attorney-General said:—I beg to move the second reading of the Bill entitled "An Ordinance to make further provision for the sanitation of the Colony and to repeal certain enactments of the closed houses and insanitary dwellings Ordinance, 1894." Honourable members have had before them for some time past the statement of officers and reasons which are attached to this Bill, and I do not think it is necessary, therefore, for me to go through the line of argument set forth in the objects and reasons attached to the Bill. I would, however, beg leave to call the special attention of the Council to clause 4 of the Bill, which I think introduces some very important amendments in the requirements with regard to cubicles. Clause 4 of the Bill stands in the place of subsection 4, section 3, of Ordinance 15 of 1894, which is repealed by the Bill. Subsection 4 of Section 3 of Ordinance 15

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU R. Nunome	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 31st October, at Noon.
KAWACHI MARU J. T. Thompson	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE PENANG, COLOMBO & PORT SAID	FRIDAY, 3rd Nov., at Noon.
IDZUMI MARU M. J. Currow	VICTORIA, B.C. and SEATTLE, U.S.A., VIA KOBE & YOKOHAMA	THURSDAY, 16th Nov., at 4 P.M.
BINGO-MARU G. E. T. Cook	MARSEILLES, LONDON & ANT- WERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 17th Nov., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 26th October, 1899.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:—
THE VICTORIA DISPENSARY,
HONGKONG.

1247a]

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Hongkong, 7th October, 1899.

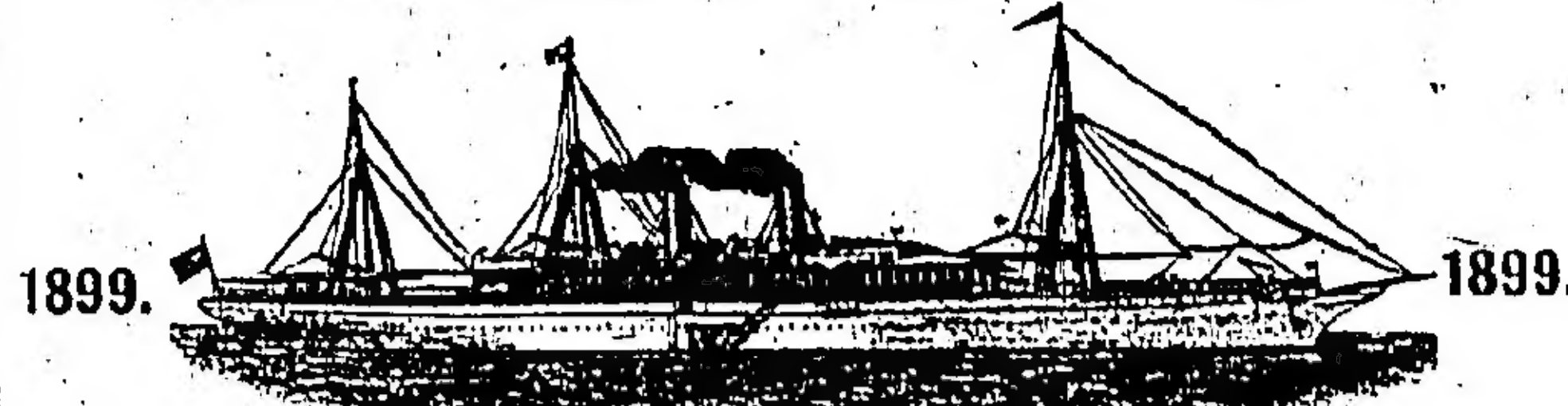
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SEMI-DETACHED VILLA RESIDEN-
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Messrs. MELCHERS & Co.)
"HARFORD" MAGAZINE GAP.Apply to THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 26th October, 1899.

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CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
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Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 3, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Potters' Street.

Hongkong, 25th October, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

"PROPOSED SAILINGS FROM HONGKONG."

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Tuesday, 14th Nov.,
at Noon.

HONGKONG MARU
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu) Saturday, 9th Dec.,
at Noon.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Wednesday, 3rd Jan.,
1900, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 14th November, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th October, 1899.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.AVOID ALL RISK OF OUTBREAK BY
ITS USE.W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897.

Mails.

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LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA; PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA
LINIE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	MARSEILLES, HAVRE & HAMBURG.	12th November.
Förck	(LONDON with transhipment in HAMBURG)	12th November.
*SIBIRIA	HAVRE & HAMBURG.	About 19th November.
Braun	(LONDON with transhipment in HAMBURG)	About 28th November.
BAMBERG	HAVRE & HAMBURG.	About 10th December.
*KONIGSBERG	(LONDON with transhipment in HAMBURG)	About 24th December.
Christensen	HAVRE & HAMBURG.	About 24th December.
AMBRIA	(LONDON with transhipment in HAMBURG)	About 24th December.
Bismarck	(LONDON with transhipment in HAMBURG)	About 24th December.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, THE
UNITED STATES, MEXICO, CENTRAL and
SOUTH AMERICA, &c.

Carmarthenshire	2,929	about	Nov. 15
Strathgyle	5,023	about	Dec. 15
Carlisle City	3,002	about	Dec. 31

THE Steamship

"CARMARTHENSIRE,"

will be despatched for SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about WEDNESDAY, the 15th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 27th October, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Alcoa (via Moji, Kobe,
Yokohama & Hono-
lulu) Tuesday, 21st Nov.,
at Noon.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Saturday, 16th Dec.,
at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ALGOA,"

will be despatched for SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA & HONOLULU, on TUESDAY, the 21st November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 25th October, 1899.

NORTHERN PACIFIC
STEAMSHIP COMPANIES.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.FOR VICTORIA, B.C. and TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Breconshire ... 3,567 | G. E. Elliott | Oct. 28.
Queen Adelaide ... 2,832 | F. McNair ... Nov. 18.
Saint Irene ... 3,877 | W. Attree ... Dec. 9.
City of Dublin ... 3,338 | J. R. Race ... Dec. 30.

Also
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGA-
TION COMPANY.

Abergeldie ... 3,777 | J. Murray ... Nov. 11.
Monmouthshire ... 2,874 | W. A. Evans | Dec. 23.
Abergeldie ... 3,777 | J. Murray ... Jan. 27.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £48.
Rates of Passage to other points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 19th October, 1899.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE.VIA
THE OVERLAND RAILWAYS,ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Coptic (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Saturday, 4th Nov.,
at Noon.

Gaelic (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Thursday, 30th Nov.,
at Noon.

Doric (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Saturday, 23rd Dec.,
at Noon.

THE Company's Steamship

"COPTIC,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 4th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th October, 1899.

WHAT OUGHT TO BE DONE IN CHINA.

"The White Man's Burden" in China is the title of a lucid discussion of the Far Eastern Question which "Senex" contributes to the *Contemporary Review* for September. He discusses the partitioning of China as a crime and a blunder by France or Germany in their usual high-handed way, they would find themselves face to face with insurmountable opposition on the part of the Chinese masses. Secret societies, by resolute resistance, and social boycott, could make life unendurable for the foreigner. But, the writer proceeds to point out—and the foreigner will smile at the naïveté of the argument—if circumstances made occupation of a territory, Great Britain could occupy the whole Yangtze Valley, and not in the high-handed manner of France or Germany. We should rouse no subterranean fire of secret society revolt. He says—"We could proclaim it British protected territory, paint it red on the map, assume in a general way the responsibility for its administration, and exploit it to advantage commercially. This, I think, we could do with comparative ease. We must rule the Chinese by Chinese men and Chinese methods, from the top with an appreciable change at any given moment anywhere except in directions which will be most welcome to the people themselves. By a wise and well-directed policy of this kind the masses of the people will never be stirred against our rule. The various provinces of our future Chinese Empire would then be ruled by Chinese Governors, appointed by the British Government, which would pay them liberal salaries, with strict precautions against squeezing and maladministration. They would be supported by a few British bayonets and British gunboats stationed in central localities, but the majority of the troops would be Chinese under British officers. A practically omnipotent British Resident would "advise" the Viceroy or Governors. After some years of such a rule we could probably afford to introduce British officials in all the higher appointments throughout the country by degrees as vacancies occurred, and they would control all the departments. Then the administration would tend gradually to approximate to the Indian standard.

The foreigner will smile again as he reads that "most certainly" this policy is not to be adopted—"at this moment"; but it is possible, and "most probable," that we shall be practically driven to take up the white man's burden whether we like it or no. Nevertheless, the writer holds we need a small, available field force on the spot in the Far East to protect the lives and property of British subjects in the Yangtze Valley from "blood thirsty insurgents." He thinks it possible we may have to depend at present on Russian soldiers for these kind offices, and he looks forward to washing out the memories of the Crimea by British and Russian blood shed in friendly cooperation.

"Senex" makes a useful suggestion for keeping our Peking Embassy in touch with what is going on in China. He remarks on the ignorance which could let Sir Claude MacDonald go off sabataging just when the Empress Dowager's cup of tea was breaking up, as probably every foreign embassy but our own was aware, this his plan—

We of all the Powers are, or ought to be if we went the right way to work, in the best possible position for acquiring good information relating to every part of China. There are hundreds of capable and well-informed English missionaries spread over every district therein. Most of them would be only too glad to give valuable reports from time to time to their district being in the closest touch with the natives and speaking Chinese the information which they would supply would be invaluable. They say that their advice and opinion are never sought.

The paper closes with a word of warning as to the possibility of the Yellow Man with the white money ruining the White Man with the yellow money, though the writer disavows bimetalism; and with the hint that China could best save her empire by opening all her coast to European Powers. Their mutual exclusive occupation by any Power.

Mr. R. S. Gundry, in a *Fortnightly* paper on "The Yangtze Region," gives this advice—

Suppose, we turn now to the Provinces, and see what can be done within the Yangtze sphere. Each Viceroyalty being a separate unit, having its own finance and its own militia, and enjoying within certain limitations a considerable degree of administrative independence, the local authorities could effect large reforms without overstepping those limits. They would need encouragement, doubtless, and assurance of support. I suggest that we afford that support on condition that they accept our help in introducing necessary reforms. It would be within their power, for instance, to reorganise the Provincial militia, under British officers, and to make a movement only checked; that a perception of the necessity for change has made such progress among the younger members of the educated class that it will, sooner or later, be resumed. But the need is pressing, and a peaceful restoration of the Yangtze seems beyond hope. Within the Empire regions beyond hope. Within the Yangtze region the opposition would be less acute. There are no emperors, at least, in the palace at Nanjing.

Mr. George S. Owen in the *National Review* describes the origin and progress of the Chinese Emperor's reform policy. That policy was born the day when the Emperor was forced to sanction the treaty of peace with Japan. Speaking of the *coup d'etat*, the writer says—

Most people suppose that the Dowager Empress interposed because the Emperor was pressing on reform too rapidly. Had this been the case, she would probably have said so, but there is no hint of it in any of her edicts. Her reasons were personal. She interfered with the reforms because they were going to interfere with her. The Emperor's pace was no doubt rapid, too rapid in the opinion of many foreigners, but nearly all foreigners said the same thing thirty years ago about Japan, and shepherded a speedy collapse. The new system was called "a house of cards" or "a bit of thin veneer." Asiatics, however, have their own way of doing things; they generally move in masses, and with a rush. Besides, the times required immediate action. The European nations were pressing on China, and she was in danger of going to pieces. The peril was at the door and must be faced at once.

Mr. Owen by no means despairs of effecting reforms through the Peking Government. He says—

It is not too late to aid the cause of reform even now. A Foreign Office might, in a sympathetic despatch, present to the Chinese Government the peril in which China is placed by reactionary régimes in place of China, and advise the Emperor, who is still the nominal ruler, to resume the course of reform begun last year. The United States and Japan might be invited at the same time to make a similar representation. The Empress Dowager would not venture to disregard such influential advice, and would probably withdraw her opposition to reform. The Emperor, again, on this throne, would speedily recall the scattered remnants of his old advisers, and, calling to his assistance

foreign experts, would bend all his energies to the reorganisation of his great empire. It is a stupendous task, but not impossible. What Japan has done so successfully, why should China not do? And in a reformed China the solution of so many difficulties that it is worth our while to make a strenuous effort to secure it.

THE SHIPPING RING OR THE CONFERENCE TRICK.

Singapore, October 19th.

Mercantile firms and shippers in Singapore not particularly concerned with shipping are gnashing their teeth at the last move of the Conference, which is no less than a sudden rise in freights of 5/- per ton.

The Shipping Conference is an exceedingly strong one, and has practically controlled freights from the Far East for over a year. From a low rate, caused by competition, so low as to be hardly payable to ship-owners—the rate has been gradually increased, the system obtaining being a rebate on freights at the end of the year if the cargo is shipped only by Conference steamers, till now it stands at 35/-.

Shippers have always grumbled since the rates were so abnormally increased, but with the nose between the thumb and finger of the oppressor nothing could be done. The last move, however, is likely to stir the bile of shippers in Singapore, and throughout the East, to bring in, if possible, shipping competition. The moment for the rise is, no doubt an ideal one. In consequence of the political outlook there are no tramps available to come to the East. But not only are shippers upset by the rise, but they are also very much upset by the suddenness of the move. Produce is sold on a certain calculation of cost of freight. If that rate is suddenly raised, the dealer suffers. There is always a certain amount of cargo held as ready to ship, but without the contracts being actually completed. It is sold on the basis of the current rate of freight. On a moderate calculation there are perhaps two thousand tons of freight, already sold on the old basis, that will now have to pay the 5/- extra. That is the very considerable loss, inflicted for the most part on Singapore firms. Is not this a question for the Chamber of Commerce to take up? While of course it is a mere question of trading, profit on the one side and loss on the other, the general effect on the trade of the Colony is distinctly bad. Witness its effect on the apocryphal trade of Malacca.

As we have said the Conference is exceedingly strong. The rise is no doubt dictated from head offices, and there is not much good grumbling to agents here. But the question is becoming a very serious one and a solution will have to be found. Excessive transport rates have ruined many a trade. They add not only a fraction to the use-value of products, and only enhance the exchange-value, which again tends to reduce consumption.

It is a question for shippers and commercial men. But we wonder what would be the effect of the Russian Volunteers Fleet sending one of their magnificent scowmen monthly direct to London? They carry little or no cargo for a great part of the year and so are available. Six or seven thousand tons of cargo sent off monthly would probably make the Conference sit up.—*Free Press*.

CHINESE HOSPITALS.

A scheme to provide additional hospital accommodation for Chinese at Penang has met with much success among the wealthy section of that community there. It is proposed to build suitable hospitals provided with adequate Chinese medical attendance and drugs. The project will be restricted to those stricken with contagious diseases, such as plague and small-pox.

HYDRAULIC MINING.

A company with a capital of \$80,000 has been started at Penang to purchase several blocks of mining land in the mukim of Chendang in the Batang Padang District, Perak, and to develop them by hydraulic means.

A MISMANAGED CAMPAIGN.

SOME STRAIGHT TALK.

In a recent letter the artist correspondent of the *Daily Graphic* in the Philippines writes—

It has been reported all along that the Philippines fight under compulsion and that the contest is maintained in spite of the wishes of the majority of the population. Some of these facts may be true, yet the campaign still continues, though the struggle against more than 30,000 well armed men provided with artillery is maintained by, comparatively speaking, a mere handful of ill-equipped insurgents without means of obtaining anything beyond the very deficient war material which they now possess.

It were devoutly to be wished that the miseries of a hopeless struggle should be terminated, and the reported visits of Filipino delegates to Manila raised that hope until it became known that they persistently asked for an armistice which no doubt the persistent refusal; but they were equally persistent in demanding something more definite than the vague promises of freedom held out to them by the proclamation issued by the American Peace Commission. The insurgents, although they may not be at all fitted for undertaking all the responsibilities of Government they are anxious to assume, are hardly to be blamed if they decline to allow soft words without any binding documents to influence them in trusting unreservedly to the honour of those who demand "unconditional surrender." The insurgents, as proved by the defeat at the hands of the wretchedly led Spanish troops in 1896, cannot be rated as formidable fighting men, although the pertinacity with which they have faced five and ten times their own number of American troops of superior armament shows that there is some fighting material in the Filipino. It is said, however, that he only fights on compulsion. Yet the progress of the American arms has been considerable, not to say trivial, compared with the military authorities in Manila. If it were possible, I believe that the military genius in command would plant down a regiment to every square mile of occupied territory at any rate, wherever one goes there are camps of men doing nothing but sentry and outpost work. There has not been the faintest shadow of a strategic plan in the operations, which have been lamentably impracticable; otherwise, how can one account for the strange fact that a feeble enemy has been able to resist so long the brave, though not well-trained or disciplined, men of the American forces, who have always driven their enemy, inferior both in quality and numbers, out of any position in which they have been found?

A GERMAN ON ENGLISH POLITENESS.

Englishmen are apt to underestimate their reputation for politeness; but after the flattering testimonial given by a German woman, writing from London to the Frankfurter Zeitung they ought to be reassured. Respect for women, she says, if not born in Englishmen, has been inculcated with great success. She described how, the other day, she met half a dozen workmen smoking their pipes in a narrow lane at Kensington, where there was no room to pass. They all made way for her, and one of them, taking his pipe out of his mouth, said: "I beg your pardon, madam." In no class of German society would men behave like this unless the woman were young and good-looking. At another time, while in the park, she had occasion to ask an errand boy the time. He was eating an apple, and threw it away before replying to the question. Once, when driving in a hansom behind a brewer's van, she saw a man who was sitting on the tail-board give a prodigious yawn. He at once clapped his hand to his mouth and made a gesture as if to excuse himself. "Of the urbanity of our 'bobbies' toward women, old or young, children, and all requiring their aid, she cannot speak too highly.—*London Chronicle*.

Consignees.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"PEKIN."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 29th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 23rd October, 1899. [11-5]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HAKATA MARU."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 1st November, will be subject to rent.

All ship-damaged packages must be left in the Godowns where they will be examined on WEDNESDAY, the 1st November, and SATURDAY, the 4th November, both days at 10 A.M., upon notice of such damage being sent in beforehand to this office.

All claims must reach the undersigned before the 4th November, or they will not be recognised. No Fire Insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, 26th October, 1899. [1351a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"KINTUCK."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 1st November, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

HOLLIDAY, WISE & Co., Agents.

Hongkong, 26th October, 1899. [1349a]

Relieves the scalding pain at once and cures all discharges from the genito-urinary organs in either sex in 48 HOURS.

SANTAL MIDY

Obtained from the best French wood.

Unlike the sandal oil of the Bazar, it is superior to Copal, Cubeb, or Injections, and causes no inconveniences.

Beware of imitations. Each tiny Capsule bears the name SANTAL MIDY.

8, RUE VIVIER, PARIS

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG."

Captain Robson, will be despatched for the above Port, TO-MORROW, the 28th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 27th October, 1899. [1350a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"SUNGKIANG."

Captain Moore, will be despatched as above on MONDAY, the 30th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th October, 1899. [1332a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WHAMPOA."

Captain Garrioch, will be despatched as above on MONDAY, the 30th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th October, 1899. [1348a]

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI" & "WUCHOW."

will be despatched alternately from Messrs. DOUGLAS LARRAIK & Co.'s WHARF, at 5 P.M. on MONDAYS, WEDNESDAYS and FRIDAYS, for WUCHOW, calling at KONGMOON, KAMCHUCK, SAMSHUI, SHUIHONG and TAKING.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth and Meals. HONGKONG to SAMSHUI, 5/-

Single Fare 5/-

Return Fare 10/-

HONGKONG to WUCHOW, 12/-

Single Fare 12/-

Return Fare 24/-

The attention of Passengers is drawn to the Magnificent Scenery on the West River. Arrangements can be made for the Steamer to stop at SHUI HING to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES."

For further information, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th October, 1899. [1307a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"JOHN SANDERSON."

will be despatched for the above port on or about the 31st instant, and will be followed by S.S. ST. JEROME" to sail about 15th Nov.

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 26th October, 1899. [1127a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES."

Captain Pulford, will be despatched on TUESDAY, the 31st October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th September, 1899. [1221a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG."

Captain Outerbridge, will be despatched as above on SATURDAY, the 4th November.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th October, 1899. [1346a]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENEDI."

Captain Farquhar, will be despatched as above on TUESDAY, the 7th November.

For Freight, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 26th October, 1899. [1353a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR."

Captain Barr, will be despatched as above on TUESDAY, the 14th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th October, 1899. [1283a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MOYUNE."

Captain Conrad, will be despatched for the above Port, on WEDNESDAY, the 15th November, in the Afternoon.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 23rd October, 1899. [1338a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MACHAON."

Captain Hamah, will be despatched as above on TUESDAY, the 28th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd October, 1899. [1333a]

Shipping.

STEAMERS.

FOR KODE (DIRECT).

THE Steamship

"DOYO MARU."

Captain Wakishima, will be despatched as above TO-MORROW, the 28th instant.

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 24th October, 1899. [1312a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU."

Captain T. Ovaty, will be despatched for the above ports, on SUNDAY, the 29th instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd October, 1899. [1213a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"OANFA."

J. A. Davies, Commander, will be despatched as above on MONDAY, the 30th instant.

For Freight, &c., apply to HOLLIDAY, WISE & CO., Agents.

Hongkong, 14th October, 1899. [1268a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TSINAN."

Captain Anderson, will be despatched as above on TUESDAY, the 31st instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th October, 1899. [1319a]

CHINA NAVIGATION COMPANY, LIMITED.

